

Amendments to the Specification

Please insert the following paragraph below the title on page 1:

This application is a continuation application of my co-pending United States Patent Application 10/178,345 filed June 25, 2002, which application is hereby incorporated by reference herein.

Please replace the paragraph beginning at line 34 on page 11 with the following amended paragraph:

In the horizontal position (that is, zero ascent or zero descent), a leading portion of outer envelope **22** is designated generally as **70**. During forward level flight the stagnation point $P_{\text{Stagnation}}$ will lie in this forward, or leading region, typically more or less at the leading extremity. A trailing region **72** lies on the opposite extremity of outer envelope **22**, and faces rearward during forward flight. In the preferred embodiment, a boundary layer separation suppression apparatus in the nature of an air pump, such as third propeller **74**, is mounted on a fixed pylon **76** standing outwardly aft of trailing region **72**. Propeller **74** is a pusher propeller connected to a variable speed electric motor **78**, and works as an air pump to urge air to flow away from trailing region **72** and to be driven rearwardly. This may tend to create a region of relatively low pressure aft of trailing region **72** and may tend to cause the point of separation of the flow about outer envelope **22** to be located closer to trailing region **72** than might otherwise be the case, with a consequent reduction in drag and improvement in forward conduct of airship **20**. In the preferred embodiment in which outer envelope **22** is about 250 ft in diameter, propeller **74** is about 40 ft in diameter, and turns at a rate of between zero and 250 rpm. A boundary layer separation suppression element **75**, namely roughening **77**, is mounted to leading region **70**.